



Cargo Preference News4U
Moving Cargo – Lifeline of the Sea



CAPT William Schubert

January 2005

FORGING AHEAD WITH MARITIME ADMINISTRATOR SCHUBERT

U.S. Transportation Secretary Norman Y. Mineta has announced the resignation of Captain William G. Schubert, Maritime Administrator. The Secretary praised Schubert's accomplishments and service to the Nation during a three-year tenure....

To view the full release, surf the web to <http://www.dot.gov/affairs/dot0605.htm> .

U.S. FLAG SUPPORTS TSUNAMI RELIEF EFFORTS

Many of our U.S.-flag carriers have stepped up to provide assistance. For example, P&O Nedlloyd, Maersk, and APL responded immediately by providing substantial donations of money, equipment, staff, and transportation to organizations requiring assistance. Other carriers have also been assessing the situation. The U.S.-flag merchant marine has a long tradition of rapidly responding in times of crisis. They have always been the "first in and last out". We thank them for their response in this situation. We are proud of them.

MARAD Highlights Its Customer --SDDC
(MARAD and SDDC Sign MOU)

On January 4, 2005, Brigadier General Charles W. Fletcher, Jr., the Commanding General of the U.S. Military Surface Deployment and Distribution Command (SDDC) and Maritime Administrator Captain William G. Schubert signed a Memorandum of Understanding to strengthen the relationship between the two organizations.

"I am pleased that our agencies have enjoyed a long and profitable relationship over the years, and am sure that this relationship will continue in the future as we look to strengthen our commitment to cargo preference issues," stated Captain Schubert. "I would like to thank Brigadier General Fletcher for the support rendered under his command," he said.

SDDC is the component command of the U.S. Transportation Command responsible for all of the Department of Defense contracts with the commercial ocean liner carriers.

The MOU focuses on mutual support and interface for military preference cargoes. It is a straightforward description of the basic procedures currently practiced by SDDC and MARAD concerning matters of cargo preference as they relate to the commercial U.S.-flag carrier industry, and refers to the statutory and regulatory authorities for cargo preference. The MOU will be the basis for promoting a better

understanding of each organization's functions that bear directly on matters of cargo preference that pertain to the commercial ocean carriers. The purpose of the MOU is to document a cooperative relationship that, among other things, fosters an open and beneficial exchange of information. It is not legally binding and cannot be used as a factor in any legal process by the parties to the MOU, or by entities outside those parties.

The commercial U.S.-flag maritime industry, SDDC and MARAD all stand to benefit from having this MOU in place.

In the News – MARAD

MARAD UNVEILS NEW WEB SITE ON DEEPWATER PORT PROGRAM

The Maritime Administration has announced the creation of a new web site designed to provide information on liquefied natural gas (LNG) deepwater ports.

MARAD's Office of Ports & Domestic Shipping developed the new site which provides detailed information on LNG, the Deepwater Port Act (DPA), and current applications to own, operate, and construct deepwater ports for importing LNG.

To obtain more information, click on <http://www.marad.dot.gov/dwp/>.

AROUND INDUSTRY:

RETIRED MORAN TUG NOW A TRAINING VESSEL FOR STUDENTS

Moran Towing has put one of its older tugboats to a higher use with the recent donation of the tug *Fells Point* to a non-profit foundation in Virginia dedicated to teaching the ways of the maritime industry to high school seniors.

The vessel, *Fells Point*, built in 1956, was donated to the newly-established *Fells Point* Foundation in late 2004 by Moran Towing of Virginia.

The foundation has been using the tug as a training platform for a charter group of 11 high school seniors who may have an interest in getting into the maritime industry after graduation.

The *Fells Point* training program, which earns students two credits with the local community college in addition to high school credits, runs from September through the end of the school year. "I think these students are seriously approaching this as a possible career opportunity," said Dr. George Thurnau Kidd, assistant superintendent of the local school system. "There was no one entering this program just to fill out their schedule, and I know that several of them had to arrange to change their schedules in order to be included."

To view entire article, visit Moran's website at <http://www.morantug.com/news.asp>.

A SHORT NOTE: "CARGO PREFERENCE SUPPORTS U.S.-FLAG VESSELS WITH IMPORTS TOO!"

In November's edition, one of our focus points was the Federal Transit Administration (FTA) and the high level of support and compliance they have provided to the Cargo Preference effort. In connection with the FTA article, we used the photo shown below of a new FTA-financed locomotive being lifted to a vessel. In response to a lot of questions and comments on the article and the photo, we should mention that the sleek new locomotive was designed, built, and shipped by Alstom. The locomotive was part of a block of 33 built at the Alstom plant in Valencia, Spain for transport to the U.S. East Coast and for use in the New Jersey Transit system. The vessel pictured is the U.S.-flag MV INDUSTRIAL CHALLENGER.



EYE ON THE STAFF – GREAT LAKES REGION OFFICE

MARAD's Great Lakes Region encompasses a wide 16-state territory ranging from the eight states surrounding the Great Lakes from upper New York State to Minnesota, plus eight upper-Mississippi system waterway states. Schaumburg, IL, is the home of the regional office, which is centrally located along the "Lakes" in a suburb of Chicago. The main office is augmented with an Inland Waterways Office along the Mississippi River in St. Louis and MARAD's Fire Training Center on Toledo-Lucas County Port Authority property in Ohio.

The Great Lakes Region is involved with several unique initiatives and MARAD programs which support the Agency's mission. Below are snapshots of the Great Lakes' team involvement in various areas:

- **Heartland Intermodal Partnership (HIP)** - MARAD initiated the Heartland Intermodal Partnership (HIP), a coalition of senior public and private sector professionals from across the 24-states of the nation's heartland. Its mission is to support economic competitiveness of the region's business, industry and labor by improving intermodal transportation. HIP's executive committee includes state departments of transportation, public planning organizations, railroads, trucking companies, ports, and barge and river interests, as well as representatives from MARAD and other DOT agencies. Set in motion is a work plan that includes Research & Development, Administration, Education/Public Relations, and Membership.
- **Great Lakes Dredging Team (GLDT)** - The Great Lakes Office is a charter member of the GLDT. The Team is a partnership of federal and state agencies created to assure that the dredging of U.S. harbors and channels throughout the Great Lakes, connecting channels and tributaries is conducted in a timely and cost-effective manner while meeting environmental protection, restoration and enhancement goals. The Team meets bi-annually to work on navigational dredging issues and has produced a web site, informational papers, and brochure.
- **Great Lakes Fire Training Center** – The Center supplies fire fighting training for mariners by providing classroom instruction and hands-on fire suppression in a ship-like simulator. The training is U.S. Coast Guard-approved and meets the requirements for merchant seamen in obtaining original or upgrades of a Merchant Marine License. A special outreach program conducted in Chicago, Milwaukee, and Duluth, has assisted port-side municipal fire departments in their understanding of the special circumstances involved in a fire aboard a portside ship. In FY04, the 469 students consisted of merchant mariners, U.S. Coast Guard crew members, and others that added to the total of 6,000 trained over a 20-year period.
- **T/S State of Michigan** – A marine surveyor from the regional office is assigned to oversee the conversion of the Training Ship State of Michigan. This ship, furnished by MARAD to the Great Lakes Maritime Academy in 2002, is undergoing an adaptation which will more suitably accommodate the Academy students. A maritime academy training ship is the platform utilized to train young men and women to become officers in the U.S. Merchant Marine.
- **Mariner Fact Sheet** – On an annual basis, the regional office publishes the "*U.S. Great Lakes' Merchant Seaman Employment Fact Sheet.*" The well-used Fact Sheet features a narrative explaining mariner employment on the Great Lakes and sections entitled Officers, Companies Conducting Direct Hiring, Unions, Licensing/Merchant Mariner Document, Maritime Administration's Web Assistance, and Supplemental Web Sites. The one-page Fact Sheet targets those who would like to begin a career on the Lakes and provides contact information and web site addresses to start the process.

- **Great Lakes Regional Collaboration** – In May 2004, President Bush signed Executive Order (EO) 13340 creating a cabinet-level Task Force and a Regional Working Group. MARAD's Great Lakes Region Office represents the U.S. Department of Transportation on the Regional Working Group. The objective of the EO is to bring an unprecedented level of collaboration and coordination to accelerate protection/restoration of the Great Lakes as a national and internationally significant resource. This collaborative effort includes the U.S. Federal government, the Great Lakes states, local communities, Tribes, and other interests in the Great Lakes region as well as Canada.

SURF OUR WEB TO OBTAIN INFORMATION ON:

- ❖ **Cargo preference and its guidelines**, http://www.marad.dot.gov/offices/cargo_pref.html
- ❖ **U.S.-Flag Service (Destinations from U.S. to Foreign Countries)**, click on <http://www.marad.dot.gov/usflag/>
- ❖ **Humanitarian Food Aid Report**, click on <http://www.marad.dot.gov/offices/CAPOS%20Reports/>
- ❖ **Public Resolution - 17 Waivers**, click on <http://www.marad.dot.gov/offices/pr17waiver.html>.

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